**IN THE CLAIMS**:

1. (Currently Amended) A method for operating a load-dependent power-generating system which supplies electrical energy to at least one electric drive motor in a vehicle, comprising:

determining a predictive performance setpoint value for the electric drive motor [[(2)]] from an accelerator pedal position; and

making a power request to the power-generating system based on said predictive performance set point value, before a torque request to the drive motor;

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wherein, in addition to accelerator pedal position, the accelerator pedal movement is ~~additionally~~ used to calculate the predictive performance setpoint value.

2. (Currently Amended) The method according to Claim 1, wherein rotational speed of the electric drive motor at a given time, and ~~the~~ a setpoint torque which is an input of the electric drive motor at the given time, are additionally used to calculate the predictive performance setpoint value.

3. (Currently Amended) The method according to Claim 2, wherein said step of determining a predictive performance setpoint value comprises:

generating a predictive rotational speed of the electric drive motor based on at ~~lest~~ least one of the accelerator pedal movement and the accelerator pedal position, and based on the rotational speed of the electric drive motor at a given time;

generating a predictive setpoint torque of the electric drive motor based on at ~~lest~~ least one of accelerator pedal movement and accelerator pedal position, and based on the setpoint torque of the electric drive motor at the given time; and

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determining the predictive performance setpoint value from the predictive rotational speed and the predictive setpoint torque using a corresponding characteristic diagram.

4. (Currently Amended) The method according to Claim 1, wherein:

a predictive voltage of the power-generating system is generated from the predictive performance setpoint value; and

a power setpoint value is determined from the performance setpoint value and the predictive voltage of the power-generating system.

5. (Currently Amended) The method according to Claim [[1,]] 4, further comprising:

determining a power correction value ~~from the dynamics~~ as a function of a change of ~~the~~ a torque setpoint value which is an input of the electric drive motor; and

summing the power correction value with the power setpoint value for the power-generating system.

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6. (Original) The method according to Claim 1, wherein:

the power consumption of the electric drive motor at a given time is determined and fed to a comparison point of a control loop as a setpoint value;

actual power which is made available by the power-generating system is determined and is fed to the comparison point of the control loop as an actual value;

the comparison point forms the difference between the power drain of the electric drive motor at the given time and the power made available by the power-generating system; and

when there is a positive difference, a first controller increases the power setpoint value of the power-generating system.

7. (Original) The method according to Claim 6, wherein when there is a positive difference a second controller reduces the torque setpoint value of the electric drive motor.

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8. (Original) The method according to Claim 6, wherein the first controller comprises a P controller with a delay element of the first order connected upstream.

9. (Original) The method according to Claim 7, wherein the second controller comprises a PI controller.

10. (Original) The method according to Claim 7, wherein the parameters of the second controller are dependent on rotational speed of the electric drive motor at a given time.

11. (Original) The method according to Claim 1, wherein a fuel cell system is used as power-generating system.